TOWN OF NEWTOWN, CONNECTICUT

INVITATION TO BID

Sealed bids will be received at the office of the Financial Director, **3 Primrose Street**, Newtown, Connecticut 06470, until but no later than **11:00 am, Monday, June 27, 2011:**

Cover: **Tanker #339 Tank Replacement with Options**

The Purchasing Authority of the Town of Newtown reserves the right to accept or reject any or all options, bids or proposals; to waive any technicality in any bid or part thereof, and to accept any bid deemed to be in the best interest of the Town of Newtown. The Town of Newtown is an Affirmative Action Employer-MBE/WBE are encouraged to bid.

E. Patricia Llodra
First Selectman

Robert G. Tait
Financial Director

PURCHASING AUTHORITY

TOWN OF NEWTOWN PURCHASING AUTHORITY
INSTRUCTIONS TO BIDDERS

1. Submit bids in a sealed envelope plainly marked to identify the particular bid. It is the sole responsibility of the bidder to see that the bid is in the hands of the proper authority prior to the bid opening time.

2. Withdrawals of, or amendments to bids received later than the time and date specified for bid opening will not be considered.

3. The Purchasing Authority of the Town of Newtown reserves the right to accept or reject any or all options, bids, or proposals; to waive any technicality in any bid, or part thereof, and to accept any bid deemed to be in the best interest of the Town of Newtown, Connecticut.

4. Bidders may be present at the opening of the bids.

5. Bids may be held by the Town of Newtown for a period not to exceed thirty (30) days from the opening of the bids for the purpose of reviewing the bids and investigating the qualifications of bidders prior to the awarding of the contract.

6. Bids must be submitted on the Sealed Bid Request form enclosed at the end of this packet. All items must be filled in (unit cost, trade-in for each unit, etc.). Failure to comply with this requirement will automatically void the bid.

7. Trade-ins, when indicated, will be listed on the Sealed Bid Request form. The Town of Newtown reserves the right to trade all, some or none of the vehicles listed as deemed in the best interest of the Town. Bidders may submit a bid on the new vehicles with or without trade-ins or may submit bids on the trade-ins only, either individually or by lot. Trade-ins must be detailed individually as indicated on the Sealed Bid Request form. Trade-ins may be used in determining the lowest responsible bid.

8. Prior to awarding any contract exceeding $25,000.00 for the construction, alteration, or repair for any public building or public work, a labor or materialmen's bond must be furnished by the person to whom the contract is awarded.

9. The Town may consider proximity of the vendor's service as a factor in determining lowest price and reserves the right to award in whole or part to one or more vendors.

10. The Town agrees to pay for all equipment within thirty (30) working days after the equipment has been accepted and claim (invoice) presented.

11. Bid Security when required must be by a **certified check, letter of credit or surety bond** for five percent (10%) of the total bid, payable to the Town of Newtown.

12. Performance Bond when required must be by a **certified check or letter of credit or performance bond** for one hundred percent (100%) of the total bid. Surety companies and Banks must be satisfactory to the Town of Newtown.

13. The successful bidder will be required to post a Certificate of Insurance, with the Town of Newtown named as additional insured, in an amount to be determined by the Town of Newtown.

HAWLEYVILLE VOLUNTEER FIRE COMPANY Inc.

Bid Specifications
For
Tanker #339 Tank Replacement
With options

1989 Pierce Dash Cab

Pierce Job # E-5062

Chassis S/N 1P9CT01J7KA040655

P.O. Box 68 Hawleyville, CT 06440

Qty (1)

INTENT OF SPECIFICATIONS

It is the intent of these specifications to clearly describe the furnishing and delivery to the Purchaser, a complete apparatus equipped as specified. The primary objective of these specifications is to obtain the most acceptable apparatus for service in the Fire Department. These specifications cover specific requirements as to the type of construction and tests the apparatus must conform, together with certain details as to finish, material preferences, equipment and appliances with which the successful bidder must conform.

The design of the apparatus must embody the latest approved automotive design practices. The workmanship must be of the highest quality in its respective field. Special consideration shall be given to service access to areas needing periodic maintenance, ease of operation, and symmetrical proportions. Construction must be heavy duty and ample safety factors must be in such a manner as to allow ready removal of any component for service or repair.

Each bidder shall furnish satisfactory evidence of their ability to design, engineer, and construct the apparatus specified and shall state the location of the factory producing the apparatus. They shall also substantiate they are in position to render to render prompt and proper service and to furnish replacement parts for the apparatus.

Each bid must be accompanied by a set of detailed contractor's specifications consisting of a detailed description of the apparatus and equipment proposed. All bid proposal specifications must be in the same sequence as the advertised specification for ease of comparison. These specifications shall include size, location, type, and model of all component parts being furnished. Any bidder who fails to submit detailed construction specifications, or who photo copies and submits these specifications as their own construction details will be considered nonresponsive and shall render proposal ineligible for award. No exception.

Bids will be addresses and submitted in accordance with the instructions provided on the cover sheet. The words "Fire Apparatus Proposal", the date, and bid opening time shall be stated on the front of the bid envelope.

It shall be the responsibility of the bidder to assure that their proposal arrives at the location and time indicated. Late proposals, telegrams, email, facsimile or telephone bids will not be considered. No exemption.

All bidders are required to detail the payment terms for the apparatus on the bidder's proposal page. Any required prepayments or process payments must be explained in detail.

Qty (1)

EXCEPTIONS

The following apparatus specifications are considered minimum design and construction standards against which the apparatus will be inspected. It is the intent to receive proposals on equipment/apparatus meeting the attached detailed specifications in their entirety. Any proposals being submitted, without "Full Compliance" with these specifications shall so state on the bid proposal page, followed by a detailed "Letter of Exceptions" listing the areas of noncompliance. The reference must include page number, paragraph, and the exact nature of the exception.

Failure to follow this format, provided for the convenience of the Purchaser, will render the vendor's proposal non-responsive and ineligible for the award of contract.

The Purchaser may add the statement "No Exception" to a component or design feature in these specifications. In the interest of fleet conformity or specific performance requirements, the Purchaser will not permit exceptions take to these item (s). The purchaser reserves the right to reject any of all bid proposals and purchase the equipment it deems most suitable to its needs. The purchaser does not, in any way, obligate itself to accept the lowest or any bid. Any bidder taking total exception to the complete specification or major element will result in immediate rejection of the proposal. No exception.

Qty (1)

DELIVERY

The bidder shall state the time required for delivery of the completed unit on the proposal page. The completed unit shall be delivered to the purchaser with full instructions provided to Fire Department personnel on operation, care and maintenance of apparatus at the purchaser's location.

Qty (1)

PROPOSAL PRICE

Each bidder's proposal must include all items required in the specifications unless a specifc exception is taken. Any bidder who option prices and item included in these specifications that does not specifically require option pricing will have their proposal rejected without further cause. No exception.

Qty (1)

BID BOND

A bid security in the form of a Bid Bond, cashier's check, or certified check made payable to the the Town of Newtown in the amount of ten percent (10%) of the total bid shall be required. This shall serve as a guarantee which may be forfeited and retained by the Town of Newtown in lieu of its other legal remedies if a successful bidder's proposal is accepted and the bidder shall fail to execute and return to the Town of Newtown the required contract. If a Surety bond is issued it shall be issued by a company who is listed on the US Treasury Departments list of acceptable sureties as published in the Department Circular 570. If a Bid Bond is provided, it shall be issued by a bonding company licensed to bond in this State. No exception.

Qty (1)

SERVICE OF REQUIREMENTS

Each bidder shall supply, with their proposal, detailed information on the bidder's ability to perform routine and emergency service on the apparatus after delivery. Detailed information shall be provided on service facilities, personnel, service vehicles, and the type of nature of repair work the bidder is able to provide. Bidder shall state the number of miles, no more than 85 miles, from the Purchaser's facility to the nearest fully staffed repair facility operated by the bidder. It is the intent of the Purchaser to assure that parts and service are readily available for the equipment specified. Service capabilities will be one of the criteria for award of this contract. No exception.

Qty (1)

ISO COMPLIANCE

The manufacturer shall operate a Quality Management System meeting the requirements of ISO 9001:2000. No exception.

The International Organization for Standardization (ISO) is a recognized world leader in establishing and maintaining stringent manufacturing standards and values. The manufacturer's certificate of compliance affirms that these principles form the basis for a quality system that unswervingly controls design, manufacture, installation, and service.

The manufacturer's quality systems shall consist of, but not be limited to, all written quality procedures (aka QOP) and other procedures referenced within the pages of the manufacturer's Quality Manual, as well as all Work Instructions, Workmanship Standards, and Calibration Administration that directly or indirectly impacts products or processed. In addition, all apparatus processes shall be documented for

traceability and reference. The manufacturer shall also engage the services of a certified third party for testing purposes where required.

If the manufacturer operates more than one manufacturing facility, each facility must be ISO certified.

By virtue of its ISO compliance the manufacturer shall provide an apparatus that is built to exacting standards, meets the customer's expectations, and satisfies the customer's requirements.

INSPECTION AND DELIVERY

Two representatives from the Board of Fire Commissioners shall make one progress inspection of the apparatus at the manufacturer's facility. The cost of travel to and from the facility, as well as room and board, shall be home by the bidder. Once it arrives at the dealer owned service center, a pre-delivery inspection shall be completed.

The completed apparatus shall be delivered to the Hawleyville Fire Department where the final inspection and acceptance shall take place so final payment can be made.

VEHICLE TRANSPORTATION

Please include in the bid the following options:

1) Delivery to and from the manufacturer facility by means of the successful bidder's employee's driving the apparatus over the road, and
2) Flat bedding of the vehicle to and from the successful bidder's local service center.

ARRIVAL INSPECTION:

When the apparatus arrives at the chosen bidders location for the tank replacement a complete inspection of the apparatus must be performed. A list must be generated and given to the Fire Department. This list must show and deficiencies with the truck (i.e.: broken lenses, lights out, gauges that don't function.) Even if the items are not being worked on they must be on this list or the vendor will be responsible for replacing or repairing the item.

The inspection must also include a 2007 Edition NFPA 1911 standard pump test. This test must be performed at a facility that is UL recognized and proof must be given to substantiate this statement. This can be in a letter form from UL or a copy of a prior UL pump test performed less than 6 months old.

ELECTRICAL ANALYSIS:

A 12 volt electrical load test must be performed on the apparatus prior to the start of work. This test must be performed per NFPA recommendations. A copy of this report must be given to the Fire Department prior to final payment being released.

NFPA PUMP TEST AFTER THE REPAIR:

The pump test must be a 2007 Edition NFPA 1911 standard pump service test. This test must be performed at a facility that is UL recognized and proof must be given to substantiate this statement.

The pump should perform the same or better than the inspection pump test since no work is being done to the pump itself.

VEHICLE WEIGHT:

The apparatus must be weighed before the new tank is installed to verify that the apparatus is not over weight and the gallonage of the new tank could be increased.

CERTIFIED INSTALLER:

The vendor must enclose proof with their bid that they are certified by the tank manufacturer (UPF) as an installer of their product.

STEEL BOOSTER TANK REMOVAL:

Remove the current hose bed floor from the apparatus. Disconnect all plumbing and tank gauge(s), dump valve and remove the steel water tank from the apparatus.

Remove the current water tank cradle from the apparatus. Fabricate and install supports to reinforce the pump house to the removal of the tank cradle. All new materials are to be primed and painted to protect them from the elements.

Pressures wash the inside of the body and pump areas to remove any foreign debris.

After the old tank has been removed there will be an inspection by the B.O.F.C. Truck Committee which shall be arranged with proper notice to the Committee for an inspection by the contractor.

NEW TANK CRADLE PREP:

Clean the top of the frame rails to prep for paint. Paint the top of the frame rails and any accessible points with chassis black corrosive resistant paint.

NEW TANK CRADLE:

Fabricate a new steel tank cradle per UPF's specifications. Paint and install the new cradle bolting it to the chassis frame rails.

FENDER SKIRTS:

Fabricate and install four (4) stainless steel fender skirts, one for each rear wheel to protect the tank.

BOOSTER TANK: UPF POLY TANK II E:

Tank shall be constructed of Amoco-ACCTUF resin. The tank shall have a capacity of no more than 3000 U.S. gallons and not less than 2800 U.S. gallons. Special consideration will be applied to the height of the tank above the frame rails so it will be within the same height whereas the old tank sat.

The tank shall come complete with a lifetime warranty. The tank manufacturer shall mark the tank and furnish notice that indicates proof of warranty. The purpose of the markings and notice is to inform department personnel who store, stock, or use the tank that the unit is under warranty. Markings may be brief but should include a short statement that a warranty exists, the substance of the warranty, its duration, and who to notify if the tank is found to be defective.

CONSTRUCTION:

The UPF Poly-Tank II E shall be constructed of 1/2" thick PT2E polypropylene sheet stock. This material shall be a non-corrosive stress relieved thermo-plastic, natural in color, and U.V. stabilized for maximum protection.

The booster tank shall be of a specific configuration and is so designed to be completely independent of the body and compartments. All joints and seams shall be nitrogen welded and tested for maximum strength and integrity. The top of the booster tank shall be fitted with removable lifting eyes designed with a 3 to 1 safety factor to facilitate easy removability. The transverse swash partitions shall be manufactured of 3/8" PT2E polypropylene (natural in color) and extend from approximately 4" off the floor to just under the cover. The longitudinal swash partitions shall be constructed of 3/8" PT2E polypropylene (natural in color) and extend from the floor of the tank through the cover to allow for positive welding and maximum integrity. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All swash partitions interlock with one another and shall be welded to each other as well as to the walls of the tank.

FILL TOWER AND COVER:

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" PT2E polypropylene and shall be a minimum dimension of 12" x 12" outer perimeter. The tower shall be located in the center of the tank. The tower shall have a 1/4" thick removable polypropylene screen and a PT2E polypropylene hinged-type cover. Inside the fill tower, approximately 4" down from the top shall be fastened a combination vent overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of 8" that is designed to run through the tank, and shall be piped behind the rear wheels as to maximize traction.

The tank cover shall be constructed of 1/2" thick PT2E polypropylene, natural in color, and UV stabilized, to incorporate a multi three-piece locking design, which allows for individual removal and inspection if necessary. The tank cover shall be recessed 3/8" from the top of the tank and shall be welded to both sides and longitudinal partitions for maximum integrity.

The cover shall have hold-downs consisting of 2" polypropylene dowels spaced a maximum of 30" apart. These dowels shall extend through the covers and shall assist in keeping the covers rigid under fast filling conditions. A minimum of two lifting dowels shall be drilled and tapped 1/2" x 13" to accommodate the lifting eyes.

SUMP:

The sump shall be at the front of the tank and shall be large enough to accommodate two (2) 4" diameter polypropylene tanks to pump pipes that incorporate a dip tube from the front of the tank to the sump location. The sump shall have a 3" threaded outlet on the bottom for a drain plug. Anti-swivel devices are located above sump.

MOUNTING:

The UPF Poly-Tank II E shall rest on the body cross members in conjunction with such additional cross members, spaced at a distance that would allow for not more than 530 square inches of unsupported area under the tank floor. In cases where overall height of the tank does exceed 40 inches, cross member spacing must be decreased to allow for not more than 400 square inches of unsupported area.

The tank shall be isolated from the cross members through the use of hard rubber strips with, a minimum thickness and width dimension of .250 x 2" and a minimum Rockwell Hardness of 60 durometer. Additionally, the tank must be supported around the entire bottom outside perimeter and captured both front and rear as well as side to side to prevent tank from shifting during vehicle operation.

Although the tank shall be designed on a free floating suspension principal, and shall have the required hold down restraints to minimize movement during vehicle operation. A restraint system shall be located on top of the tank, half way between the front and the rear on each side of the tank. These stops shall be constructed of stainless steel angle having minimum dimensions of 3" x .250 and shall be approximately 6 to 12 inches long. These brackets must incorporate a hard rubber isolating pad with a minimum thickness of .250 inch affixed on the underside of the angle.

The angle shall then be bolted to the body sidewalls, of the vehicle, while extending down to rest on the top outside edge of the upper sidewall of the tank.

Re-install all removed plumbing and tank gauges to the new poly tank.

Re-install the hose bed floor.

VALVE REBUILDING:

The following valves shall be rebuilt and re-installed on the apparatus;

- Tank Suction & Tank Filler
- 2 ½" Elkhart Direct Tank Fill
- 4" Elkhart Direct Tank Fill

In addition to rebuilding the two direct tank filler valves, the two nipples between the tank and the valve shall be replaced.

DUMP VALVE:

Supply and install a new gasket between the dump valve and the new poly water tank. Re-install the dump valve on the apparatus

Supply and install a new Newton model 1070 electric operating Kwik-Dump valve. The valve shall be made out of stainless steel. It shall also have a model 4036, 36" stainless steel manual telescoping shoot. All NFPA required safety devices and labeling shall be supplied with the valve.

DUMP VALVE AND EXTENSION ACTUATION:

Actuation for the valve with its respected extension shall be done with a switch on the officer's side of the body and an additional switch on the driver's side for operator convenience.

ELECTRICAL DUMP PONDS CONTROL:

The existing control switches shall be removed and mounting holes shall be covered with diamond plate to fill voids in a decorative manner.

Two (2) control switches to operate the lowering & rising of the dump ponds shall be supplied and install (1) each driver's and officer's side front of body, Switches shall be wired so as not to activate when compartment doors are open and wired with Weatherproof Connectors. Switches shall be labeled dump pond.

TAILBOARD

The existing tailboard shall be removed.

A new tailboard will be manufactured and installed to meet all body lines and installed .50 inches from the body. The tail board will be designed with a grip pattern and punched into .125' bright aluminum. The rear tailboard shall be 12.00 inches deep with the exterior sides flanged down and in. The tailboard shall meet NFPA requirements for stepping surfaces.

CHEVRON PATTERN

Retro-reflective, inverted 'V' chevron pattern shall be applied to the rear of the apparatus to improving visibility of the rear of apparatus under all operation conditions. Each strip in the chevron shall be a single color alternating between Red and fluorescent yellow-green and 6" in width.

NFPA LABELS

Labels shall be supplied and installed on the cab and body as outlined in 2009 NFPA 1901 edition.

OPTIONS

LOWER WARNINGLIGHT PACKAGE

The existing lower warning lights shall be removed.

The following warning lights shall be installed in the lower zones. Two (2) Whelen 600 six (6) 700 and four (4) 900 series LED light shall be provided.

The lights will be wired with weatherproof connectors and shall be mounted as close to the corner points of the apparatus as is practical as follows:

Two (2) Whelen 600 series split Linear-LED light heads on the front of the apparatus facing forward with red and blue lens #60BR6FCR with Chrome plated flange

Four (4) Whelen 700 series split Linear-LED light heads (2) each side of the apparatus, one each side at the forward most point (as is practical), and one each side at the rearward most point (or as is practical).With red and white lens #70RC6FCR with Chrome plated flange

Two (2) Whelen 900 series split Linear-LED light heads series, one each side centered to provide mid-ship warning. With red and white lens # 90RC5FCR.
With Chrome plated flange

Two (2) Whelen 900 series split Linear-LED light heads one each side at the rear of the body inboard of the beavertail at center point with red and amber lens. #90RA5FCR with Chrome plated flange

Two (2) Whelen 700 series split Linear-LED light heads to be install on rear of apparatus flush in rub rail with red and amber lens # 70RA6FCR

All warning devices shall be surface mounted in compliance with NFPA standards. An external flasher shall be supplied.

WHELEN LED BEACONS

The existing upper rear strobe lights shall be removed.

Two (2) Whelen model L31 class 1 LED 360 beacon shall be supplied, one each side at the rear of vehicle.

Each unit shall consist of a LED light. The driver's side LED shall have a red dome lens and the officer's side LED light shall have an amber dome lens.

Amber # L31HAF
Red # L31HRF

Lights shall be located per NFPA 1901 to meet zone C upper requirements.

AMBER WARNING LIGHTS

The existing amber warning light shall be removed.

Two (2) Whelen 900 Series amber LED light heads #90A00FCR shall be provided. The lights shall be wired with weatherproof connectors and shall be surface mounted where specified with Chrome plated flange

Two (2) at the rear of body (1) just below each of the rear signal lights, the light shall be wired to the reverse circuit in addition to being wired to the warning light switch in the cab.

TRAFFIC ADVISOR

A Whelen model #TAL85RB LED traffic advisor shall be supplied. The traffic advisor shall be mounted blow the hosebed on the rear of the body as high as possible flush mounted or enclosed in a diamond plate enclosure. The control head shall be mounted in cab.

SCENE LIGHTS

The existing rear scene lights shall be removed.

Two (2) Whelen 900 Series and Two (2) 600 series scene lights with clear lenses shall be provided. The 12 volt 35 watt halogen light heads shall have internal light deflecting optics that will redirect the light 26 degrees of angle. Lights shall be switch separately or together from a specified location. The rectangular lights shall be wired with weatherproof connectors and shall be mounted where specified.

Two (2) Whelen 600 series at the rear of the body inboard of the beavertail, one (1) on driver's side & (1) Officer's side just below the traffic advisor #60K000XR Halogen, 26° with Chrome plated flange.

Two (2) Whelen 900 series at the rear of body inboard of beavertail, one (1) each on driver's side & (1) on the officer's side just above each of the rear back-up lights #90E000ZR Halogen with Chrome plated flange

The lights shall be switched in cab labeled as follows: "Driver's Side scene" "Officer's side scene" "Rear scene"

The four (4) rear scene lights shall be wired to the reverse circuit and the back up camera in addition to being wired to the "Rear scene" light switch in the cab.

REAR BRAKE/TAIL LIGHTS

The existing rear taillight assembly shall be removed.

Two (2) Whelen model 900 series LED lights shall be surface mounted on the body each side at rear, in place of stander, and wired with weatherproof connectors. # 90R00XRR
With Chrome plated flange

LED TURN SIGNAL

The existing turn signals assembly shall be removed.

Two (2) Whelen M9 series LED amber arrow pattern turn signal shall be supplied and installed (1) each side on rear body of apparatus with Chrome plated flange to meet all current DOT requirements.

GROUND LIGHTING

Four (4) LED ground lights Whelen 700 series #70C0ELZR Super-LED 12 diode that don't emit ultra violet radiation that attracts insects during night operation shall be supplied. To be mounted as follows: Two (2) ground lights two on each side of cab doors, Two (2) ground lights two on each side of the pump panel equally spaced. Ground lights are to work with rocker switch in cab, and also to automatically come on when cab door is opened.

REAR VISION CAMERA:

One (1) ASA #VOSHDCL1B Heavy-duty, waterproof, 7-inch LCD monitor and one-camera Color Observation System shall be supplied. Camera shall be mounted below the hose bed on the rear of the body as high as possible. The7" flat Panel color LCD observation monitor shall be mounted in cab.

HOSEBED DIVIDER

One (1) aluminum hosebed dividers shall be supplied. The dividers shall be mounted in the hosebed so it is fully adjustable from front to rear of hosebed.

LARGE FOLDING STEP

Six (6) existing flip down steps shall be removed.

Two (2) shall be replaced with a heavy duty folding step that meets NFPA requirements shall be supplied. Each step shall be located as follows.

Two (2) on officer's side front of body left side of pump panel
Two (2) on driver's side front of body right of pump

Two (2) on driver's side on rear of body

REAR GRAB HANDLES

The existing 2 rear grab handles left and right of the body shall be replaced with black rubber covered grab handles. Both grab handles will be the same length as original ones. Approximatly 66 inches long

RUB RAIL

The body shall have a new body side protection rubrail installed along the length of the body on each side and at the rear. The rubrail shall be constructed of minimum 3/16" thick anodized aluminum extrusion. The rub rail shall be a minimum of 2.75" high x 1.25" deep and shall extend beyond the body width to protect compartment doors and the body side.

The rubrail shall be of a C-channel design to allow marker and warning light to be recessed inside for protection. The top surface of the rubrail shall have a slip resistant edge for the rear step and running boards. The rubrail shall be spaced away from body using 3/16" nylon spacers. The ends of each section shall be provided with rounded corner piece. The outside surface of the rub shall have a white reflective material for increased side and rear visibility.

Please note:

If any bidder wishes to request a viewing of the apparatus in regards to questions or for taking measurements or any other related issue or topic it must be done within the time specified on the cover sheet before the bid opening date.

Please contact for appointment:

Rob Mcculloch
Truck Committee Chairmen
Board of Fire Commissioners

Email Fdco1@aol.com
Cell 203-994-9965 or 203-617-7432
Office 203-426-3400

TOWN OF NEWTOWN

SEALED BID REQUEST

BID OPENING DATE: **Monday, June 27, 2011** **TIME:** 11:00 am

LOCATION: Finance Dept., Municipal Center, **3 Primrose Street**, Newtown, CT 06470

BID TITLE: TANDER # 339 TANK REPLACEMENT WITH OPTIONS

SECURITY REQUIRED: 10% OF TOTAL BID

DATED IN NEWTOWN: June 14, 2011

PLEASE NOTE: ONE (1) ORIGINAL and ONE (1) COPY OF SEALED BID MUST BE SUBMITTED.

Is your company a MBE/WBE business: _____ (YES) _____ (NO)

TOTAL BID: $_____

COMPANY	**SIGNATURE**
ADDRESS	**SIGNED BY (Print or Type)**
ADDRESS 2	**TITLE**
ADDRESS 3	**FAX NO.**
TELEPHONE NO.	**DATE**
TAX ID NUMBER	**E-MAIL (OPTIONAL)**